

APPENDICES

Appendix 1: Field Review Summary & Cost Sheets

Appendix 2: Education and Promotion Programs Elsewhere

Santa Clara County Cupertino

<u>School District</u>	Safe Moves provides hands-on bicycle training program at elementary and junior high schools. ALTRANS, a commute-alternatives service provider, conducted a 3-school pilot program focused on encouraging walking, bicycling, carpooling and transit to school. Program consisted of one yearly classroom or assembly presentation plus year-round support services, newsletter, prizes and poster contests.
<u>City / Chamber of Commerce</u>	Bike route map, free (supported by Chamber advertisements printed on map)

Mountain View

<u>Police Department</u> Bill Crawford School Resource Officer 650.903.6370	
<u>Schools</u>	Safe Moves contract through end of 2000 to conduct rodeos and presentations.

Palo Alto

<u>Police Department</u> Officer Doug Keith	Bicycle-mounted patrol Bicycle Diversion Program class on Saturdays, for youth violators of California Vehicle Code
<u>Schools</u> Palo Alto Unified School District (PAUSD)	Pamphlets in Kindergarten and Grade 3 "Back To School" parent packet. Bicycle safety program in grades 3, 5, and 6. In-classroom presentations by regular teacher, plus classroom and assembly presentations by Ken Gonzalez of Palo Alto Fire Department. Parking-lot practice sessions assisted by a changing group of parent volunteers. District plans include hiring a part-time coordinator to manage K-6 bike and pedestrian safety programs, maintain a trained group of volunteers, arrange parking-lot practice, assume responsibility for parent outreach.

<u>City</u> Amanda Jones, Citywide Employee Commute Coordinator amanda_jones@city.palo-alto.ca.us 650.329.2568	City has applied for a Office of Traffic Safety (OTS) grant for 2-year <u>Community Traffic Safety Outreach and Education</u> program. This is an outgrowth of the Citywide School Commute Traffic Safety Study's recommendations for school zone activity. Program will produce printed and other materials for distribution to motorists, in particular parents who transport their children to and from school or who are considering doing so.
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San Jose

<u>City</u> Russ Taft Bicycle/Pedestrian Safety Coordinator Jo-Ann Collins Bicycle Coordinator 408.277.5345 408.277.3162 fax jo-ann.collins@ci.sj.ca.us	Employer assistance program helps major employers to set up commute alternative programs Media campaign promotes bicycle commuting 1995 Education and Encouragement Plan City bicycle route map - printed, phone book; Internet
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Alameda County

Alameda (City)

<u>Police Department</u> Officers Gary Self, Rod Rummel, Ed Dowd Community Oriented Police Services (COPS) 510.748.4508 x3305 copps@ci.alameda.ca.us Sgt. Keenan Youth Services 510.743.4508 x3346	School presentations, scheduled in grades K-1. Promote helmet use, discuss basic control, stopping distance, and bring mechanic from bike shop. Show video (features singing, dancing). 2.5 hours, arranged by school, not school district. School presentations in other grades on request, some of which come out of regularly scheduled D.A.R.E. sessions. Bike rodeos, including bike shop booths, licensing by Fire Department. City bike mounted patrol officers attend if available. "Youth Court", handled by Police Department Youth Services, (citation alternative, not bicycle specific, not tied to remedial bicycle safety class) Bicycle-mounted patrol operates throughout the city. Officer Self did not believe these officers had had specialized bicycle training other than knowledge of the law.
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<u>Schools</u> Debbie Opperud Teacher Special Assistant K-12 Drug, Alcohol, Tobacco Prevention, Health and Physical Ed (510) 337-7000 x7111	Grade K: Safety Town, mostly pedestrian focus. Teaches “stranger danger”, not to run into street, to wear a helmet when bicycling, and not to ride in the street (at this age). Uses “Pluggie” police car. No programs in other grades
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Albany

<u>Police Department</u> Chief Larry Murdo 510.525.7300 Reserve Officer George Krebs	Large annual bike rodeo. Professional stunt riders, 150-200 helmets given away to kids. Bike licensing. Presentations in classes on request Police Bicycle Detail covers entire city (1 square mile)
<u>City</u>	City employee bicycle fleet
<u>Schools</u> Marianne Camp mcamp@alameda-coe.k12.ca.us	No programs at school district level Unaware of any at particular schools

Berkeley

<u>Police Department</u> Sgt. Bruce Agnew Traffic Division 510.644.6682 bagnew@ci.berkeley.ca.us s Officer Mary Kusmiss Bike Patrol Officer Alan Pagle (after-school rodeos)	Helmet-based bicycle Citation Alternative Program. Kids not wearing helmets attend a 1-hour class and given a free fitted helmet. Open to kids even without citation. Combined with monthly bike safety workshop (see below). Led by Officer Mary Kusmiss (bike patrol officer)
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<u>School District</u> Jack Ball King Middle School Physical Education	9-session 6 th grade Physical Education class (bicycle driving, supervised rides)
<u>City</u> Dina Quan Health & Human Svcs. Injury Prevention Program 510-665-6839 dquan@ci.berkeley.ca.us	Berkeley Bicycle Plan, Education and Safety Chapter 5 http://www.ci.berkeley.ca.us/planning/advplan/bikeplan/chap5.html “Safe Ways To Schools” pilot program at ML King Jr. middle school in conjunction with Alameda County Office of Education, ended 2 years ago. Includes after-school rides Jack Ball, PE teacher, bicycle derbies, bike maintenance instruction. Nine-session traffic safety curriculum for 6 th graders. After school bike derbies at 2 other middle schools, conducted by Officer Alan Pagle. “Walk and Wheels Traffic Safety Program”, directed at adults. Low cost helmet program, bike safety education for groups and at events. City-created video: “Beyond The Bike Lane”, 18-25 target age group, 13 minutes TRT, used for workshops and broadcast on Public Access TV. Banners were placed in high-collision areas: “Wear a Helmet”, “Ride with traffic”, “Obey Traffic Laws”, “Watch for Cyclists”, “Be Alert”. Media campaign. [Ongoing] Monthly bike safety workshop targeted at low-income families. At end of one-hour program, children receive a free fitted helmet. Total 3,000 helmets distributed since 1995.

Castro Valley

<u>Police Department</u> Alameda County Sheriff Eden Township Substn. Crime Prevention 510.667.7770	Deputies visit schools on request, and give talks on bike safety. Subjects: attire, equipment, not riding by yourself.
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Danville

<u>Police Department</u> Vince De Marco Crime Prevention Unit 925.314.3410	Bike rodeos, presentations
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Dublin

<u>Police Department</u> Officer Rebecca Gandsey 925.833.6690	Officer Gandsey delivers in-school presentations, covering all grades K-12 in all schools on annual basis, spending 1-hour in each class. Presentations tie into Drug Education Program (DEP). Bike rodeos for ages 5-12. Example: 19 volunteers, 8 stations, BBQ, Dublin Cyclery bike inspection and helmet fitting “Mini-rodeos” for preschool age Helmet-based citation diversion program OTS grant will fund a bicycle equipment trailer (bicycles, helmets) for rodeos Bicycle-mounted patrol officers work most days at Hacienda Crossing theater complex Officers bring a police bike to “Red Ribbon Week” event.
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Emeryville

<u>Police Department</u> Officers Bescetti, Hannan, Porteo Bicycle Patrol 510.596.3700	Bicycle patrol
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Fremont

<u>Police Department</u> Sgt. Clarisse Lew 510.790.6763 All programs internally funded. Applying for OTS grant for pedestrian safety program.	Presentations upon request by Scout troops, day care centers, other groups. Uses video: “Andy’s Bicycle Safety Video” obtained from Crime Prevention Resources 544.779.0016 / www.crimeprevent.com Pedestrian safety presentation in all elementary schools, touches on bicycle safety. No bike rodeos No citation diversion program but helmet citations are typically dismissed in court if the child brings a helmet
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Hayward

<u>Police Department</u> Sgt. Lambert 510.293.7036 Theresa Dominguez Crime Prevention Unit 510.293.7151	Teaches bicycle and pedestrian safety at schools up to 6 th grade (classroom presentation), also at "Breakfast Clubs" during spring break and Christmas break. Helmet raffle and giveaway to kids who can't afford them Bike rodeos, ages 5-9 Helmet sale at front counter, also give helmets Pedestrian Safety classes at senior homes "Sgt. Sally" patrol car toy with audiotape inside Helmet diversion program, for ages up to 17, tied to class on bicycle safety which teaches about laws and fines, shows video about kids hit without helmet, also "Jell-O On The Brain" video about helmet principles. City traffic staff says PD does bike rodeos
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Livermore

<u>Police Department</u> Tracy Rebiejo Traffic Unit 925.371.4858	Helmet use reward (coupon) Helmet non-compliance ticket "in the works" Creating bicycle diversion program this summer. Will have 2 classes: ages 12 and under, and ages 13-17. 2 COPPS officers ride bicycles Presentations to any school upon request. Grades K-1-2-5: assembly, grades 3-4 lecture plus obstacle course. Will be switching from weekday presentations to Saturday bike rodeos Bike rodeos: about 5 each year, each held at a school and drawing from 2-3 other schools. 10 rodeo "stations", AAA rodeo format. Videos used: "Elephant Never Forgets" (AAA), "The Bicycle Zone" (Jeanne Le Page)
<u>Schools</u> Linda McGuire Livermore Valley MSD 925.606.3202	Pedestrian and bicycle safety assemblies, grades K, 1, 2, 5 Grades 3 and 4 used to get a bicycle course but this is being revised. Bike rodeos at some sites

<u>City</u> Mike Tassano Asst. Traffic Engineer 925.931.5670	<i>General Plan, Safety Education policies and programs</i> <u>Goal 10:</u> Educate all residents of Livermore about how to use trail and bikeway facilities safely. <u>Policy 10.1:</u> Play an active role in educating residents about bicycle and pedestrian safety in conjunction with public and private schools and civic organizations <u>Program 10.2:</u> The City of Livermore should continue to coordinate with the local school district on a comprehensive bicycle education program that is taught to all school children in Livermore. The City shall coordinate with Las Positas College on a bicycle education program available to adults.
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Oakland

<u>Police Department</u> Ben Martin, Technician Traffic Safety Unit 510.238.3255 (RTN 5/1) Officer Ahmud Shalabi Traffic Safety Unit	Presentations in schools and to neighborhood and community groups. Content: California Vehicle Code as applied to bicycles, helmets, licensing. No bike rodeos
<u>City</u> Jose Ortiz Bicycle Safety Program 510.615.5850 (Parks&Rec)	"Earn Your Bike" program for youths, based on community service, for example Lake Merritt cleanup. East Bay Bicycle Coalition's Robert Raburn says that this program may be expanded significantly if state funding for a year-round bike academy succeeds. See Oakland Trib, Apr 17, 2000, p1 local.

Pleasanton

<u>Police Department</u> Glen Cornell, Mike Bradley, Angie 925.931.5100	Has applied for OTS grant to fund a Community Service Officer (CSO) to educate school children in bicycle safety. CSO will conduct bike rodeos and will organize and run a "Safety Town" Bicycle Offenders Course (bicycle "traffic school")
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San Leandro

<u>Police Department</u> Officer Christina Sally Traffic Unit 510.577.3248 Officer Mike Sobek Traffic Unit 510.577.3208	Presentations on request in schools and to community groups. Bike safety, coloring books, laws. Purchased and distributed helmets Bike Patrol, 2 officers, covers entire city focusing on downtown, shopping centers, marina, trails
<u>Schools</u> Christina Sally Administration 510.317.4645	City contracts with Safe Moves for presentations at elementary, middle, and high schools, and also for seniors. Presentations cover both pedestrian and bicycle safety and transportation alternatives.

San Lorenzo

<u>Police Department</u> (Alameda County Sheriff)	Sheriff's Department conducts bicycle rodeos.
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Union City

<u>Police Department</u> Sgt. Ticer COPS unit 510.471.1365	School Resource Officers conduct Safety Fairs, with props, in elementary schools. Each school has own program; each SRO has group of schools. Assembly format conducted outside with bicycles if weather is good. Similar to bike rodeo. Bicycle-mounted patrol, part-time. Bike officers visit schools when available.
<u>Schools</u> Kathy Moniz Director, Pupil Services New Haven USD 510.471.1100 x2378	Several schools have had outside "performance groups" address the students. Performers wear helmets and deliver a bicycle safety message. School events have included sales of helmets to students and families. One school held a Saturday bicycle registration event with Police Department, bike rodeo, helmet display and sales.

Other

East Bay Regional Parks District

<u>Staff</u>	Bike helmet and bell giveaway, flyers, peer advising on trails
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Bike Clubs

Clubs offer organized rides on which adults and children can acquire and practice cycling skills. Some offer classes and other educational resources

Club	Area / Notes
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<u>Almaden Cycle Touring Club (ACTC)</u>	San Jose and Santa Clara County. Offers multi-week ACTC Academy which brings novices up to touring-ready level.
<u>Grizzly Peak Cyclists</u>	Northern Alameda County. Distributes the "Street Smarts" booklet available from Bicycling Magazine (610) 967-8722 in bulk for \$0.40/copy.
<u>Valley Spokesmen</u>	Tri-Valley area
<u>Western Wheelers</u>	Peninsula and South Bay

Bicycle Advocacy Groups

Advocacy groups can supply educational and promotional materials or sources for obtaining such items.

Group / Contact	Area / Notes
<u>Silicon Valley Bicycle Coalition (SVBC)</u> Jim Stallman, President jstall@aol.com	Bimonthly newsletter, <u>The Spinning Crank</u> , contains complete listing and contact info of all clubs and advocacy groups, plus status of bicycle transportation projects and programs throughout the South Bay.
<u>East Bay Bicycle Coalition (EBBC)</u> Robert Raburn, Exec. Dir. Robert.Raburn@csi.com	12-question Bicycle Safety Quiz, patterned after the DMV driver exam, teaches bicyclists and motorists how the California Vehicle Code applies to bicyclists. Monthly newsletter, <u>rideOn</u> , contains complete listing and contact info of all clubs and advocacy groups. EBBC's bike route maps (available in bike shops and bookstores) also list affiliated clubs and contain safety info: Bicycle Transportation Map of the East Bay: Map 1 West of the Hills (ISBN 0783421354) Map 2 East of the Hills (ISBN 0783421362).

Independent Youth Programs

<u>Major Taylor Cycling Club</u> (East Palo Alto)	Youth “Earn A Bike” program based at a charter school in East Palo Alto. Kids earn points toward their own bike by learning repair skills and using them to fix donated bicycles.
<u>Cycles of Change</u> Maya Carson 510.595.4625	Youth “Earn A Bike” program for at-risk children in Oakland's Fruitvale area. Kids earn points toward their own bike by learning repair skills and using them to fix donated bicycles.

Education Companies

<u>Altrans</u> Stephen Blaylock, Executive Director sblaylock@altrans.org 408-741-2685 voice 408-867-2522 fax	Commute alternatives provider (Transportation Management Association / TMA) for junior colleges throughout Santa Clara County. Also provides bicycle safety education classes.
<u>Safe Moves</u> Pat Hines, Director 818-908-5341	For the City of San Leandro, provides bicycle and pedestrian safety presentations and other events for all school age groups plus seniors. For the City of Cupertino, provides bicycle safety education programs in the schools. For the City of Palo Alto, will provide pedestrian safety education for K-2 students. (Also used for the City of Morgan Hill Safety Fair.)

Commute Alternatives Organizations

RIDES For Bay Area Commuters (RIDES, Inc), based in Oakland, coordinates the annual Bay Area Bike To Work Week / Bike To School Week events held in May.

Appendix 3: Sample Bike Route to School Guidelines

Guidelines for Choosing a Safe Bicycle Route to School

Kevin Karplus

Effective Cycling Instructor

13 July 2000

<http://www.cse.ucsc.edu/~karplus/bike/safe-route-to-school.html>

This is intended as a supplement to the "guidelines for choosing a safe route to school" in *The safest route to school project: a teacher's guide* (AAA pamphlet #3213), which gives guidelines only suitable for pedestrians.

Choosing a safe bicycle route to school is different from choosing a safe walking route---bicyclists and pedestrians have different needs for maximum safety. The higher speed of bicyclists increases the need for visibility, smooth surfaces, and predictable interaction with other road users.

Note also that bicycle skills vary among students more than walking skills do, and they are usually acquired at a later age. Younger children have less skill at estimating closing speed for automobiles and have less ability to process peripheral vision. Younger children should therefore cycle mainly on less complicated streets, where they can focus on one hazard at a time. Older students will cycle faster, and so they need to have longer sight lines. Routes suitable for high schoolers may be unsuitable for elementary school students, and vice versa.

Publishing recommended routes to school is not sufficient for encouraging bicycling to school. Other measures are also needed, including bicycle education, safe bike parking, rewards for cycling (such as bike-to-school days), bike-to-school "bus" groups lead by an adult, and so forth.

When choosing safe bicycle routes to school, look for:

1. The Safest, Most Direct Route

Detours to avoid hazards should not add significantly to the length of the ride, or they will be ignored.

2. On-Street Routes

Children riding on the sidewalk have an increased risk of collision with an automobile 2.5 times over riding on the street (Wachtel and Lewiston, 1994). A "bike path" that parallels a road is the same as a sidewalk. Riding a bicycle on sidewalks is prohibited by many jurisdictions in California, at least in business districts.

Use off-street routes only when they have no intersections with streets or driveways, or when they provide a substantial short cut. The faster the cyclists, the more important it is to avoid sidewalks.

Bicyclists should ride on the right side of the street with traffic for maximum safety (wrong way sidewalk riding has the highest risk). When the road is so narrow and so busy that young cyclists cannot ride on it safely, they should walk their bikes on the sidewalk. Generally, this is only feasible to require near intersections with crossing guards.

Where uphill slopes are so steep that the cyclists cannot maintain a straight line (percent slope about equal to age—for example, 10% slope for 10 year old—up to 12 years old), students should get off and walk their bikes on the sidewalk. Similarly, steep downgrades require well-maintained brakes and training in braking on hills. Students without that training should walk their bikes down the hills.

(Reference: Alan Wachtel and Diana Lewiston, "Risk factors for bicycle-motor vehicle collisions at intersections", ITE Journal, September 1994, 30-35.)

3. Adequate Width Of Curb Lane and Good Maintenance of Road Edge
For safe sharing of the curb lane by motorists and cyclists, the curb lane should be at least 14 feet wide, with no on-street parking---wider is better, particularly for younger cyclists who cannot hold as straight a line. Broken pavement and accumulated debris on the side of the road can narrow the effective width substantially. If there is a bike lane, its width can be added to the rightmost travel lane to determine if width is adequate. On very quiet residential roads with low traffic speeds and good sightlines, even young children can safely take a lane, and wide curb lanes are not needed.

Also watch out for drain grates, potholes, obstructed visibility, dogs off-leash, and other obvious hazards. It is best to scout out the routes by bicycle and consult with bicyclists who regularly cycle in the area.

4. Right Turns, Not Left Turns
It is much easier for a cyclist (particularly a beginning cyclist) to turn right than to turn left. This means that the best route away from school may differ from the best route to school.

There are two ways to do left-turns safely: merging into the left-turn lane or crossing, stopping, turning the bike in place, and crossing again. The merge-left technique can be learned by students as young as 9-10 years old (later for multi-lane streets), but younger students should use the cross-stop & turn-cross technique.

When left-turns are necessary, it is best if they can be done from low-traffic streets onto low-traffic streets, with all-way stops or traffic signals. T-intersections make left turns a bit easier, since there are fewer directions of traffic to watch out for.

5. No Right-Turn Only Lanes Where Cyclists Go Straight

Right-turn-only lanes require cyclists to merge across a lane of traffic to continue straight. This skill can be learned by middle-school students, but only with proper bicycle instruction.

Where right-turn-only lanes are unavoidable, younger cyclists should probably be directed to walk their bikes on the sidewalk.

6. Few Stop Signs

Bicycles require significant extra effort to restart after a stop, tempting students to run through stop signs illegally. It is safer for them to ride on a slightly busier street with fewer stops and the protection of having the right of way, than to risk running stop signs. (The AAA guidelines suggest maximizing the number of stop signs, which marks their advice as intended for pedestrians, but not for bicyclists.)

7. Only Stoplights that Sense Bicyclists and Give Sufficient Green Time

For a bicyclists to use intersections with stoplights safely, the stop light should detect the bike and make sure there is enough green time for the cyclist to clear the intersection. Stop lights that do not meet this standard should have their sensors adjusted and be retimed. Younger children may need to dismount and become pedestrians, using the pedestrian pushbutton and walking their bikes in the crosswalk.

8. Few Commercial Driveways

The turning traffic at commercial driveways is a serious hazard to bicyclists (even more so if they are on the sidewalk).

9. Low Traffic Volume and Low Speeds

Although this criterion is often the first one people think of, it is actually the least important---most accidents involve turning traffic, not passing traffic. A street with few intersections or commercial driveways is safer, even if traffic volume and speed is higher.

Appendix 4: Morgan Hill Bicycle Projects in the Santa Clara Countywide Bicycle Plan

<i>Tier</i>	<i>Project Title / Description</i>	<i>Cost</i>
1	West Little Llagas Creek Bicycle and Pedestrian Pathway (Spring Rd -Watsonville Rd) Construction of a bicycle and pedestrian pathway along the future maintenance road west of West Little Llagas Creek.	\$1,200,000
2	West Little Llagas Creek Bicycle and Pedestrian Pathway (Watsonville Rd - Silvera Park) Construction of a bicycle and pedestrian pathway along the future maintenance road west of West Little Llagas Creek.	\$480,000
2	West Little Llagas Creek Bicycle and Pedestrian Pathway (Ciolino - Spring) Construction of a bicycle and pedestrian pathway along the future maintenance road west of West Little Llagas Creek.	\$80,000
3	Retrofit two existing traffic signals to better accommodate bicycle traffic on Dunne Ave. Dunne / Butterfield and Dunne/Monterey	\$96,000
3	Butterfield Blvd Bicycle Trail (Cochrane - San Pedro) Construct Class 1 bike trail, ped pathway, and add landscaping along existing Butterfield (Cochrane - San Pedro)	\$400,000
Tier 1 projects are funded through the County Bicycle Expenditure Program		Total : \$2,256,000

Appendix 5: Bicycle Transportation Account: Required Elements of Bicycle Master Plans

A.	The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.	Page 6
B.	A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings and major employment centers.	Chapter 1
C.	A map and description of existing and proposed bikeways by class number (I, II, III).	Chapter 2
D.	A map and description of existing and proposed end of trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.	Chapter 3
E.	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park-and-ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Chapter 3
F.	A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.	Chapter 3
G.	A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclist.	Chapter 5
H.	A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.	Page 3

I.	A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.	Page 6
J	A description of the projects proposed in the plan and a listing of their priorities for implementation.	Chapter 2, page 10
K.	A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.	Appendix 1

